

The background of the slide is a collage of four images. The top-left image shows a dense city skyline with various skyscrapers. The top-right image shows a surgeon in green scrubs and a mask, performing a procedure on a patient's head. The bottom-left image shows a white high-speed train moving along tracks. The bottom-right image shows a large commercial airplane on a runway, viewed from the front. A large purple oval is centered over the collage, containing the text "Metropolitan Regions".

# Metropolitan Regions

## Comparing the SCAG Region with other Metropolitan Regions

### Population

In 1996, 80 percent of the population in the country lived in metropolitan areas, and nearly one-third of all Americans lived in the ten largest metropolitan areas.

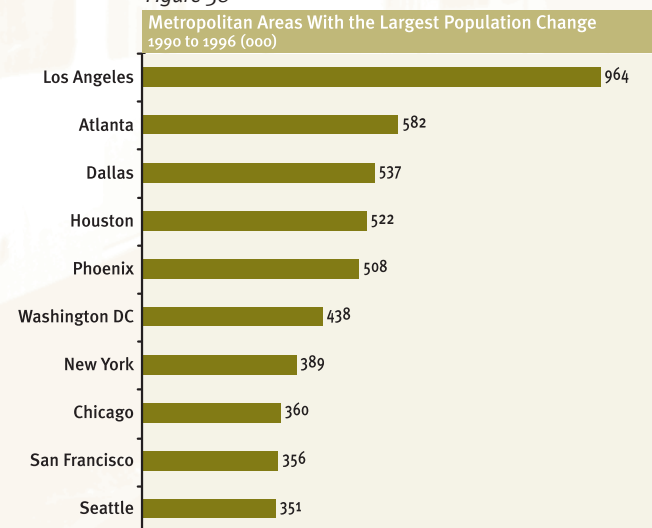
Table 23

Population Growth in the Nation: 1990- 1996		
	Metropolitan	Non-metropolitan
West	10.5%	13.5%
South	10.0%	5.9%
Midwest	4.3%	3.4%
Northeast	1.4%	2.5%

Source: U.S. Bureau of the Census

Between 1990 and 1996, metropolitan areas had a 7 percent increase in population. Eight of the ten metropolitan areas with the largest population growth were in the South and West, with the metropolitan areas in the West having the highest population growth (10.5 percent). The South and West also led in non-metropolitan growth, accounting for more than 75 percent of all of this growth. The Los Angeles metropolitan area led with almost one million additional residents.

Figure 38



U.S. Bureau of the Census

# Metropolitan Regions

## Transportation

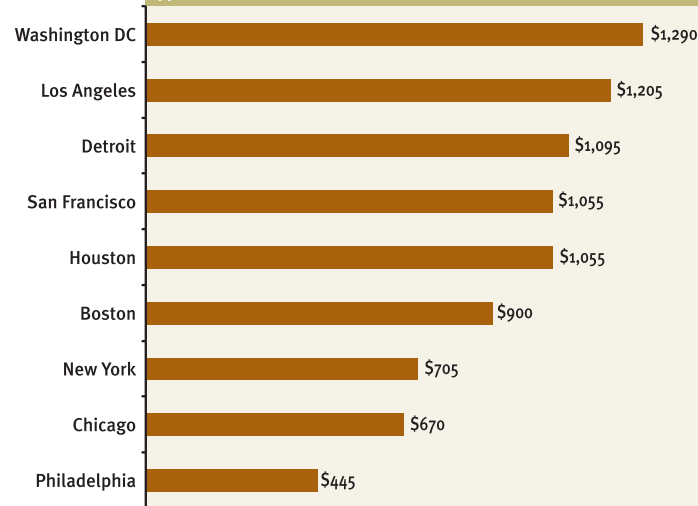
The most apparent impact of congestion is increased travel time due to slower speeds as a result of congested conditions on freeways and principal arterial streets. According to the Texas Transportation Institute, the cost of annual traffic congestion in the nation in 1996 was 4.6 billion hours of delay, 6.7 billion gallons of wasted fuel, and \$74 billion in time and fuel consumed. Eighty-eight percent of the \$74 billion cost is due to delay, and the remainder is due to wasted fuel. The annual congestion cost per driver ranged from

\$1,290 in Washington, D.C. to \$125 in Boulder, Colorado. The Los Angeles region ranked second in annual congestion cost per driver.

The roadway congestion index is a measure of traffic density on freeways and principal arterials. A ratio greater than 1.0 indicates an undesirable level of congestion. The Los Angeles metropolitan area had the highest congestion index in the nation in 1996. The Los Angeles area experienced the most delay in 1996 with about 684 million hours.

Figure 39

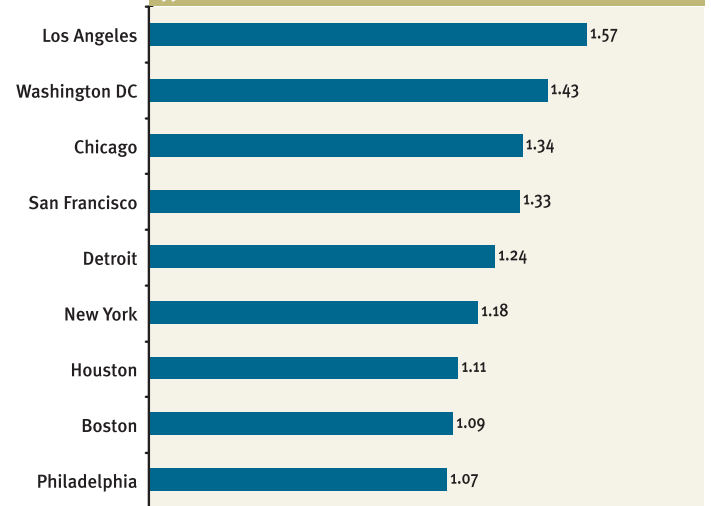
Congestion Cost per Driver by Metropolitan Area  
1996



Texas Transportation Institute

Figure 40

Roadway Congestion by Metropolitan Area  
1996



Texas Transportation Institute

## Metropolitan Regions

Table 24

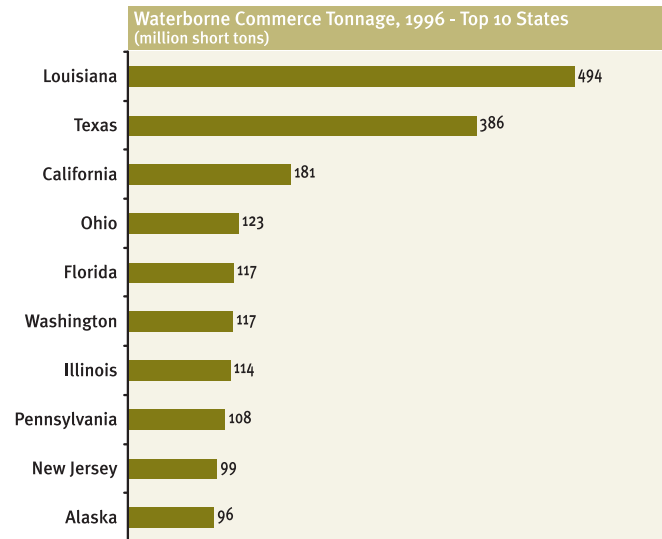
Roadway Congestion Index			
Freeway VMT/Ln-Mi x	Freeway VMT +	Prin Art Str VMT/Ln-Mi	Prin Art Str VMT
13,000	Freeway	5,000	Prin Art Str VMT
Average travel volume per lane on freeways and principal arterial streets (prin art str) are estimated using areawide estimates of vehicle-miles of travel (VMT) and lane-miles of roadway (ln-mi).			

Source: Texas Transportation Institute, *Urban Roadway Congestion Annual Report*, 1998.

### WATERBORNE COMMERCE

California handles the third highest cargo tonnage in waterborne commerce in the nation, behind Texas and Louisiana. The domestic portion of the total state's waterborne cargo is 33 percent, while foreign cargo accounts for 52 percent of the total, and intrastate cargo accounts for the remainder 15 percent.

Figure 41



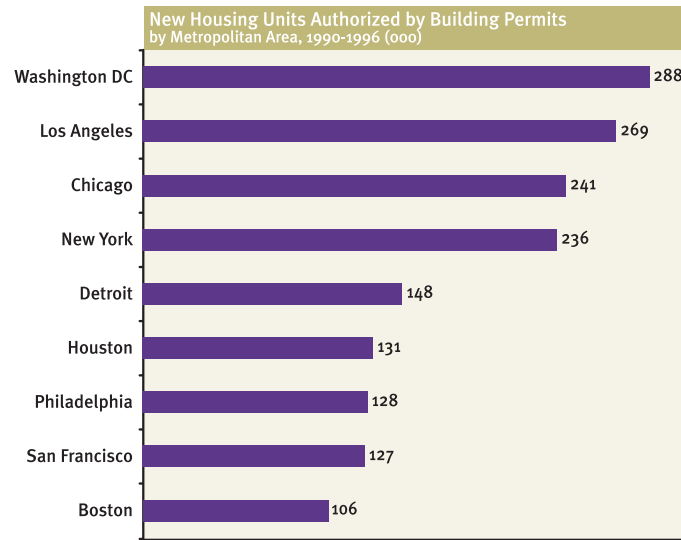
Department of the Army, Corps of Engineers

### Housing

The availability and affordability of housing are important factors in the attractiveness and competitiveness of a region. Home ownership and the construction of housing are strongly influenced by income. The Los Angeles metropolitan area ranked second highest in the number of housing units authorized by building permits between 1990 and 1996. However, comparing the number of units authorized

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Figure 42

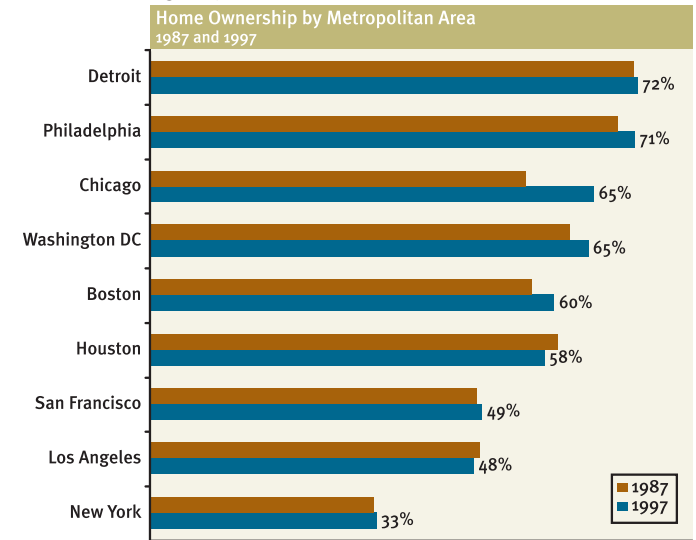


U.S. Bureau of the Census

during this period as a percent of the 1990 housing stock, the units built in the Los Angeles area totaled 5.1 percent of the 1990 housing stock, compared to 10.8 percent for Washington, DC.

Home ownership in California has consistently been approximately 10 percent below the nation's rate. In 1997, Los Angeles ranked second to last among metropolitan areas in home ownership. While the rate of home ownership between 1987 and 1997 increased for almost all metropolitan areas selected in this study, the Los Angeles area experienced a decrease during the ten-year period, from 48.6 in 1987 to 47.7 in 1997.

Figure 43

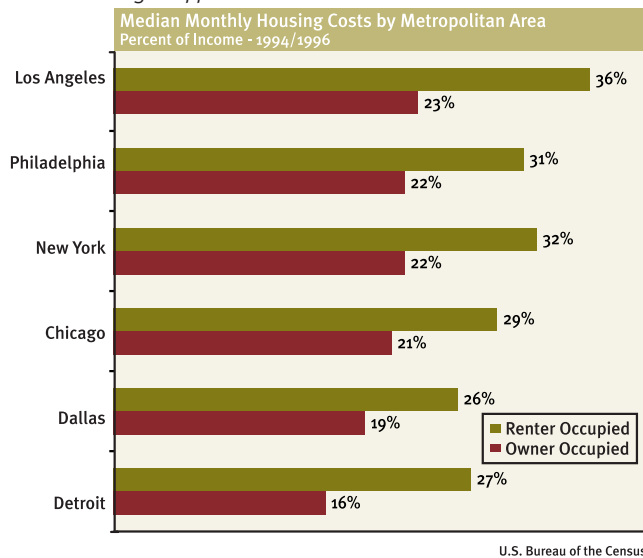


U.S. Bureau of the Census

Los Angeles ranked as the metropolitan area with the highest housing cost as a percent of income during 1994 through 1996, for both renters and home owners. The upward trend in the median price of homes and in the number of home sales in 1998 throughout the region, in addition to the still weak residential construction market, will continue to keep housing costs high in the region.

## Metropolitan Regions

Figure 44



## Socio-Economic Indicators

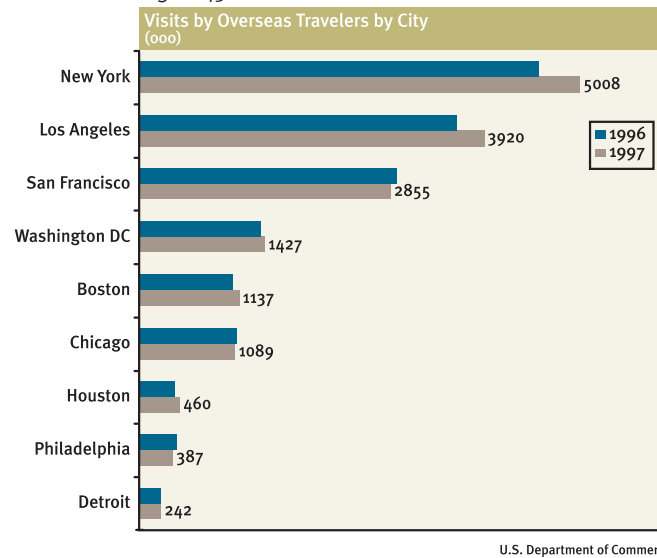
### TRAVEL AND TOURISM

There were 47.8 million international visitors to the United States in 1997, up 2.7 percent from the previous year, compared to a 7.3 percent increase in 1996. While the impact of international visitors on the 1997 national economy is not available, spending by international visitors in 1996 totaled over \$66 billion, an all-time high, and a 10 percent increase from the previous year. International tourism has a major impact on American jobs, creating over 1 million

jobs in 1996. Over 315,000 of these jobs were in food service, and an additional 300,000 jobs were in the lodging sector.

California continues to be the top destination of choice, with over 6.4 million international visitors in 1997. Among the nation's cities, Los Angeles ranks as the number two choice for international visitors, behind New York. With 3.9 million visitors in 1997, Los Angeles captured over 16 percent of the market. The City of Anaheim ranked among the top 15 destinations for international visitors (number 12), with over .6 million visitors in 1997.

Figure 45



## Metropolitan Regions

The SCAG region, with 67 commercial and general aviation airports, is the busiest region in the country. Los Angeles International Airport, with over 60 million passengers in 1997, is the fourth busiest airport in the nation in total passengers. The four airports in the United States handling the largest number of passengers in 1997 were also the top ranking in the world for total passengers. Chicago's O'Hare handled the most passengers, followed by Atlanta's Hartsfield in second place and Dallas/Fort Worth in third place, with Los Angeles International Airport following closely in fourth place.

Figure 46

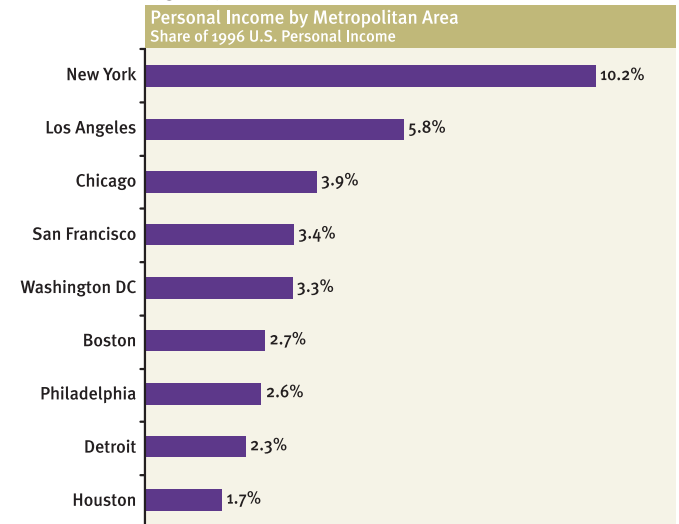


U.S. Bureau of the Census

## Income and Unemployment

The Los Angeles region accounts for nearly 6 percent of the entire nation's personal income, second only to New York.

Figure 47



Arthur J. Shaw, Consulting Economist

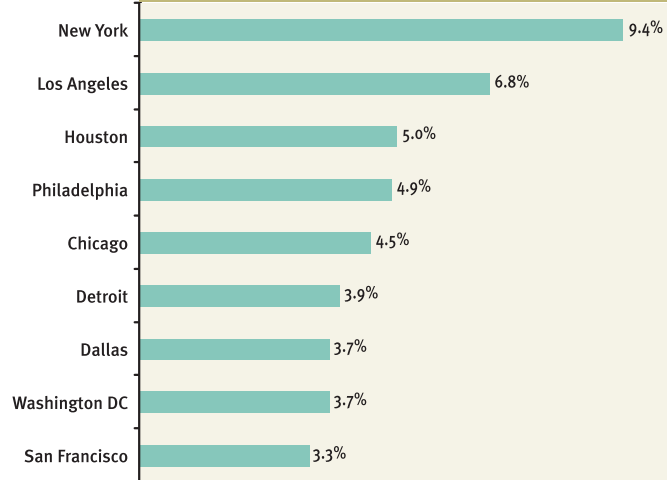


## Metropolitan Regions

Unemployment in Southern California throughout the 1980s was lower than the rest of the nation. Throughout the 1990s, however, the region's unemployment has been higher than the nation's. In 1993 the region's unemployment rate was almost 3 percent higher than the nation's. The 1997 unemployment rate for the Los Angeles metropolitan area was the second highest in the nation, behind New York.

Figure 48

Unemployment by Metropolitan Area  
1997



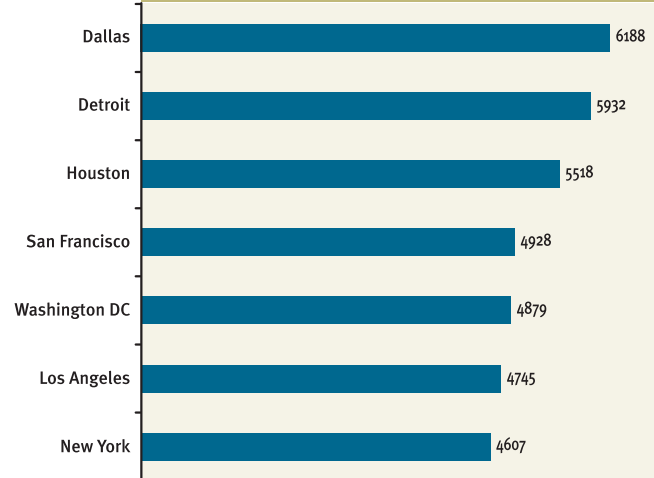
U.S. Bureau of the Census

## Safety

The final 1997 statistics from the Federal Bureau of Investigation indicate that serious crime in the nation decreased for the sixth consecutive year. The 1997 crime index for the Los Angeles Metropolitan area was the second lowest among the areas compared. Nationwide figures show homicides declining about 8 percent through the first six months of 1998. According to preliminary police statistics, homicide in the city of Los Angeles dropped in 1998 to the lowest level in almost three decades. There has been a significant drop in homicides in Los Angeles since 1995, with the downward spiral exceeding nationwide trends.

Figure 49

Serious Crime by Metropolitan Area, 1997  
(Rate per 100,000 Population)



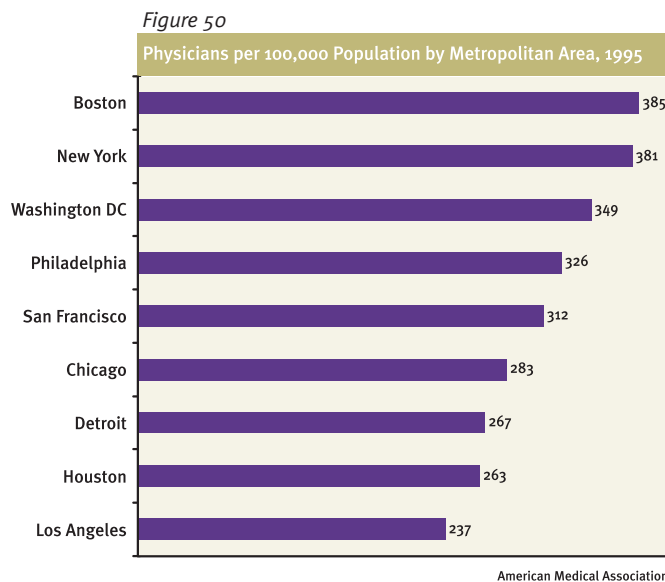
U.S. Department of Justice



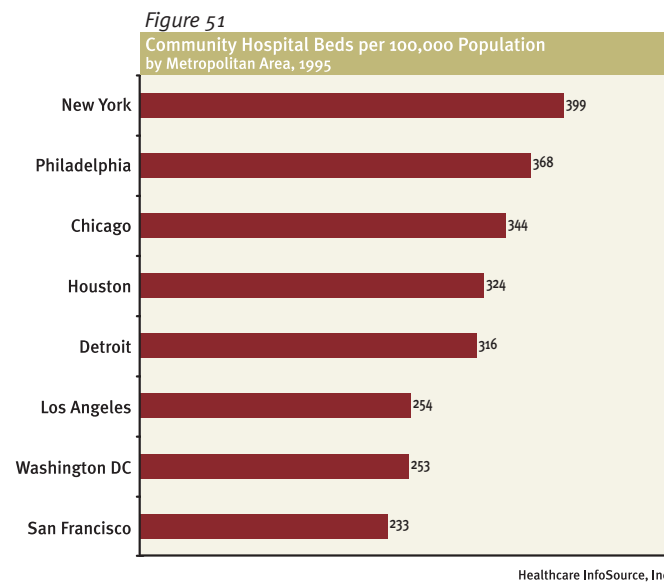
# Metropolitan Regions

## Access to Health Care

The availability and affordability of high quality health care is a major factor in the quality of life for the region's residents. The Los Angeles Metropolitan area ranks at the bottom of the list among the metropolitan areas selected in this study on the availability of physicians. The number of physicians per 100,000 residents ranges from 237 in Los Angeles to 385 in Boston.



The Los Angeles Metropolitan area also compares unfavorably with other metropolitan areas in the availability of community hospital beds, ranking third from the bottom. The number of hospital beds available per 100,000 population in 1995 were 254 in Los Angeles, compared to 399 in New York.



## Metropolitan Regions

Although the Los Angeles metropolitan region does not compare favorably to other regions in the above health care indicators, this region had the third lowest infant mortality rate among metropolitan areas in 1994, with 6.9 deaths per 1,000 live births. The infant mortality rates ranged from 6.1 in San Francisco to 9.7 in Chicago.

Figure 52

